



PHOTOGRAPHY/ RICK GLEASON

She'll be comin' through the mountain

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Work crews stand in front of an 80-ton mechanical mole that will be used this week to start boring a tunnel in Provo Canyon to accommodate a 1½ mile portion of the Olmsted Aqueduct. The mechanical mole, which will bore a 13-foot diameter hole through bedrock, is capable of generating up to 1 million pounds of thrust on the face of the mountain, said Lee Renegar, project manager. After the tunnel is drilled, it will be lined

with concrete and be used to deliver 70,000 acre-feet of water to the Salt Lake Valley annually. The \$9.6 million tunnel-drilling project is expected to take 90 days to complete. Crews will work behind the mole, which is capable of drilling about 500 feet per week, as it transports excavated material out of the tunnel via a conveyor-belt system. After the tunnel is completed, the mountainside will be recontoured with topsoil and reseeded.

Des News

ineffective and pose unpredictable risks to inmates and guards.

ARTERIAL

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are driving routes, said Gary McFarlane, conservation director of the Wilderness Association.

These are the ones the forest service will be in the most demand," McFarlane said.

According to Loyal Clark, spokesman for the Uinta Forest, primitive campground facilities will eventually be developed off the arterial, easing pressures on the campgrounds and roads along the Wasatch Front.

"If you look at use up American Canyon and the Alpine Loop, it's exceeding capacity," Clark said. "American Canyon is literally getting beat up."

The Forest Service is trying to pre-select itself to handle projected population increases, said Brent McBeth, manager of recreation and lands for the Forest.

The question is, do we keep all of the back country closed and leave it to be the area along the Wasatch Front, or do we make it open to open and try to encourage use of some back country ar-

teas. We feel we can do that and still have ample opportunity for the user who wants to get away from it all."

McFarlane and Nelson also disagree with the two preferred alternative routes through the area supported by the Forest Service. The Forest Service's preferred routes are the Strawberry River route and the Co-op Creek route.

McFarlane is particularly opposed to paving the Co-op Creek Road. If a paved road is indeed justified, it makes more sense to pave the existing high standard Currant Creek Road, he said. An interagency report on Strawberry Valley prepared in May 1986 also states that using existing routes, specifically the Currant Creek Road, is more environmentally sound, McFarlane said.

Nelson said DWR also recommends using the Currant Creek alternative, and said Wasatch County plans to pave that road eventually.

"There are two routes up there that won't have the wildlife impacts associated with them like there will be with the Co-op alternative," Nelson said. "There is also a good indication those routes will be paved in the future."

Kent Berg, public works director for Wasatch County, said the county does plan to pave the Currant Creek

becomes a threat to himself and others.

Road as far as Currant Creek Dam if it can get money to do so from the Bureau of Reclamation. The Forest Service is aware of those plans, Berg said.

However, Clark said either of the preferred alternatives is environmentally sound because they allow the Forest Service to close several pioneered roads that weave through stream channels, get roads out of riparian areas, and divert use from the Wasatch Front.

In addition to overlooking the most environmentally-sensitive route through the area, both organizations believe effects on wildlife have not been adequately assessed by the Forest Service.

While the EIS document states the arterial route will be closed during elk calving season, it does not address other species that will be affected in varying degrees, Nelson said. Elk also use the area in the summer, as do mule deer, moose, forest grouse and sage grouse.

"There is an indication of closure (of the road) during calving period," Nelson said. "That is well and good and would help to a certain degree, but the concern there is once that road opens up it will be hard to close it with the pressures that are brought to bear."

DOM

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snowbasin near Ogden, ticket prices increased from around 1,100 a day to 1,300 on Wednesday.

Areas open were Deer Valley, ParkWest and Powder Mountain.

Areas that do not yet have enough snow to open are Beaver Mountain, Nordic Valley, Sundance, Elk Meadows and Brian Head. And according to the National Weather Service, they and the other resorts are not likely to get much new snow from the clouds moving over the area Thursday.

A high pressure ridge that has kept a lid on dense fog in northern

Utah valleys — ski resorts have basked in sunshine — is expected to weaken as the cloud cover increases. The forecast calls for widely scattered snow, especially in the mountains, but not enough to satisfy skiers.

Moderate ridgetop winds are also forecast for the northern mountains, with temperatures at the resorts and valley locations both reaching highs in the 30s and lows in the low 20s.